

RACES ENDED IN A FIASCO

REGATTA COMMITTEE HAS AWARDED THE CUP TO THE DEFENDER.

Lord Dunraven Would Not Sail the Valkyrie Over the Course—The Defender Went It Alone—The Englishman Bases His Action Upon the Interference With Both Yachts Caused by the Excursion Fleet—General Taylor Makes a Liberal Offer Which Is Being Considered.

New York, Sept. 12.—The America's cup races ended to-day in a fiasco. Lord Dunraven withdrew the Valkyrie immediately after the start and the Defender sailed over the course alone.

The America's cup committee notified C. Oliver Iselin that three races, and the cup were awarded the Defender, and the crowds afloat and ashore cheered the ship that sustained Uncle Sam's supremacy on the seas and the skipper and crew that sailed her. For at least another year the international trophy is ours, and in all probability it will be many years before a British yacht again challenges for the cup. In withdrawing Lord Dunraven does not charge any special unfairness to his boat, but bases his action upon the interference with both yachts caused by the large excursion fleet.

The trouble was not caused to-day, for the course was clear at the start when the British boat withdrew. The objections raised by the owner of the Valkyrie were based upon the conduct of the attendant fleet on Saturday and Tuesday. Lord Dunraven sent the America's cup committee a strongly worded letter complaining about the action of steamboats and tugs, and stating that he was not willing to continue racing the Valkyrie unless a clear course was provided. He added that the course should be distant from any large city. Up to the time for the start for to-day's race Lord Dunraven had received no reply to his communication. It was his intention to start if he received a reply, but none coming to hand he merely went down and crossed the line to give the other boat a chance to make the race.

When Valkyrie and Defender left their anchorages off Bay Ridge at 8 o'clock this morning there was a brisk wind coming in from a little southwest. They were towed through the narrows and part way down the lower bay. The Defender had a new topmast and a new spritsail up in place of those broken by the fouling of Valkyrie on Tuesday. The Valkyrie sat higher out of water after the removal of her extra ballast. On the Defender were C. Oliver Iselin, W. K. Vanderbilt, ex-Commodore E. D. Morgan, Herbert C. Leeds, Woodbury Kane, Newberry Thorne, W. Butler Duncan, Jr., Mrs. C. Oliver Iselin and David Henderson, the representative of Lord Dunraven. On the Valkyrie with Lord Dunraven were Arthur Glennie, H. Maitland Kersey, Sailmaker Ratsey and Latham A. Fiske of the America's cup committee, representing the New York club.

Off Hoffman's Island the Defender dropped her tow and sailed before a fair wind down to the Sandy Hook lightship. The Valkyrie held to her tug until near Sandy Hook, where she left her tug and sailed to the rendezvous. The fleet of excursion steamers, steam yachts and tugs at the start was not so large as on Saturday and Tuesday, but every boat seemed to be black with humanity. The steamboats, yachts and tugs gave the racers plenty of room. The patrol vessels scurried about and notified captains of other craft to keep at a good distance, as Lord Dunraven had notified the committee that he would not race unless the course was clear. The steamers all moved away from the windward side of the line and there was a mile of clear water to the west and south, and the course to the eastward was perfectly clear.

As the time for the preparatory signal approached and there were only plain lower sails visible on the British boat, every eye was on her to see why she did not run up her clubtopsail and get ready for the start. The Defender was ready at 10:40 and was cruising about in the clear space around the committee boat and the lightship. The Valkyrie stood away to the southward and kept well away from the American. When it was seen that Lord Dunraven was not preparing to start, the patrol boats made another trip around and the excursion fleet moved still further away. At 10:50 the time when the preparatory gun should have been sounded, the Valkyrie still showed no signs of preparing for a race. The regatta committee had a consultation and decided to give the Englishman more time. A look over the expanse of water to windward and around the starting line failed to disclose any reason for not starting. There was ample room for the maneuvering that preceded the start.

The wind was blowing almost due from the west and at a velocity of not more than eight knots an hour. The water was comparatively smooth, with a slight ground swell. The sky was clear, with only a few light fleecy clouds here and there, and the horizon was hung with a misty haze.

The two racers were cruising about at a good distance from each other. The Defender was well to the northeast of the line. She carried her mainsail, club topsail, staysail and jib. Half a mile or more away and down to the south-west was the Valkyrie. She was under mainsail and jib only, with her staysail in stow. Her clubtopsail was not visible and no preparation to set it was observed.

At 10:50 the committee boat, the Walter Lee, which had taken her position to north of the lightship, sent the letter C, meaning the course would be fifteen miles straightaway and return. Several minutes later she set the compass singles D C G, meaning that the course would be east by south. As the wind was blowing this meant that the race to the outer mark would be a run before the wind and the return a beat to windward. The outer mark was to be turned to starboard.

The Valkyrie away down to the south-east of the line kept on her course and paid no attention to the signals. At 10:55 the preparatory signal was given, but no activity could be seen on the Valkyrie's decks. The wind, which had dropped to six knots, began to freshen and the Defender dashed through the water in fine style. She cruised along to the westward of the line and Captain Haff got his spinaker pole out for the race down the winding signal was fired.

The Defender was then standing in among the excursion fleet on the port tack. She went about and stood back toward the line on the starboard tack. The Valkyrie eased her sheets and stood farther away. It was then evident that she did not intend to start. There was absolutely no excuse for her behavior, as the attendant fleet was well back of the line and the space for maneuvering ample. Finally the Valkyrie came about on the port tack and stood up toward the line. At 11:30 she broke out her staysail, but made no movement to set her topsail or get her spinaker ready for the run to leeward.

The Defender sailed well down toward the line without starting her sheets; then she headed up toward the westward and lay-to for a short while. Then she broke away once more and stood for the line. She approached it as near as was desirable and luffed up again, and at 11:35 she ran her spinaker boom out to starboard.

As soon as it was out the spinaker was set in stow and easing off her main sheets she started for the line. Meanwhile the Valkyrie was coming along slowly under her three sails. She passed to the south of the mark with her boom to port, ran well beyond the line, then jibed slowly and made for the line in a leisurely manner without making any move to set another sail. It was evident that she did not intend to race.

The Defender was well timed and made a beautiful start. The signal was given at 11:20:30 and she crossed the line at 11:20:24. As she did so she broke out her spinaker. The Valkyrie was a minute and a half behind, crossing at 11:21:59, just before the gun denoting that the time had elapsed was fired. Her boom was swung off to port. Immediately after crossing she hauled in her sheets, rounded the stern of the lightship and ran up to windward of the line, where she lay-to. A few minutes later she took in her sails and was taken in tow by her tug, heading back for Bay Ridge.

The committee boat was immediately surrounded by the press tugs. The reporters were told to ask Lord Dunraven why he went back, as the committee did not know. So the tugs started after Valkyrie. Part of the excursion fleet followed. Defender kept on her course will all sail set. Soon after her crossing the line she took in her staysail, and at 11:45 she took in her spinaker, so as to ease the mast of the strain. She had already set a balloon jibtopsail.

The great leg was run to leeward toward the Long Island shore. Defender held steadily on her course and the run was almost devoid of incident. By 1 o'clock the wind had freshened a trifle and had veered more to the southwest. The Defender with her balloon jib drawing beautifully held a straight course for the stake boat. As she moved to the turn the fleet of patrol boats formed a line well back of the stake and to the leeward. None of the excursion boats was allowed to approach nearer than half a mile, and all were kept to the leeward of the line. She finished at 4:04:15, having covered the course in four hours, forty-three minutes and fifty-one seconds. Her corrected time was 4:43:42.

As she had no opponent she took things very easy and did not use all her sails. Her time on Saturday over practically the same course was 5 hours, 24 minutes, and the conditions were similar then except that the sea was rougher. Under the circumstances the time made by the Defender to-day was very fast.

The Defender arrived off Bay Ridge at 6 o'clock. She was in tow of the tug Wallace B. Flint. Three large American flags flew from her topmast and spritsail shrouds. A short piece of broom was attached to her jibboom. On her deck was a happy party. All the way up the bay the yacht had been serenaded and her people cheered. The American yacht was towed past the Valkyrie before coming to an anchorage. The British tars were nearly all on the City of Bridgeport. They came out on deck to look at the Defender as she passed, but not one of them cheered or waved a hat at the crew of the winner. When the Defender anchored Mr. Iselin was seen. He said:

"After the decision on Tuesday's race I offered to Lord Dunraven to sail the race to-day. I received his declining this morning. I regret we could not have had a race instead of winding up as we did."

Herbert C. Leeds said: "Lord Dunraven's conduct is an insult to the American nation."

Captain Haff, who sailed the Defender, said: "No one could complain of the steamboats at the start or during the race to-day. The wind was all right and no one could complain of not being given a fair show. Looks as if some one was afraid to race. I would be willing to put in \$500 of my savings to help make up a pool of \$5,000 that we can beat the Valkyrie in a beat of 15 to 20 miles to windward and return."

Captain Haff said that the Defender

would be towed to New Rochelle tomorrow forenoon.

Lord Dunraven said to-night: "I am quite satisfied that I cannot offer New York sail a race for the America's cup under satisfactory conditions. The situation is this: I do not believe I have a superior boat. I do not believe that I should be subjected to an insult from the regatta committee of any yacht club or from the representatives of any challenging syndicate. It was not my way. I was forced to it. There is no difference of opinion about our boat. It is a simple matter of refusing to sail under existing conditions and rules. I know that I cannot get a show. I saw Haff put up his helm—or thought I saw it. I have no criticism to make upon Watson. He turned out a good boat. She crossed the Atlantic ocean and if she could not win it is not the fault of Watson. Watson is not responsible for my accounts."

GENERAL TAYLOR'S OFFER.
He Will Give a \$5,000 Challenge Cup for Valkyrie and Defender to Race For.
Boston, Sept. 12.—The Globe will say to-morrow:

General Charles H. Taylor, editor of the Globe, has made an offer to C. Oliver Iselin and to Lord Dunraven, which will not only please every true yachtsman, but all the lovers of fair play in sports in the world. He has offered a \$5,000 cup as a trophy to be contested for by the Defender and Valkyrie III. of Marblehead; cup to be called the "Massachusetts Bay Cup." In case of acceptance conditions can be arranged at once.

(Signed) CHARLES H. TAYLOR,
Editor Boston Globe.

The course off Sandy Hook has disgusted everybody who has sailed over it, largely because of the fleet of tugs and steamers that flock to the scene of the race from New York and disregard everything in the way of contest, not only to each other, but to the contesting yachts. They are a nuisance as long as the races are sailed off New York.

At 10 o'clock last evening the offer was taken under consideration by the New York Yacht club committee and at the same time Lord Dunraven was seriously considering the proposition.

HUNDREDS WERE KILLED.
Great Loss of Life by an Earthquake—Cattle Engulfed in Lava.
Tegucigalpa, Honduras, Sept. 12.—A courier arrived yesterday from Yctapan and announced the most terrible earthquake ever known in that section. The loss of life and property is enormous. Three hundred people are said to have perished. The shocks commenced on Sunday, occurring all day and night at intervals, causing much damage, and the greatest fear among the inhabitants of the city and neighborhood.

By Monday the city was filled by an addition of 3,500 people from the mountains and outlying villages. During Monday night sheets of flame appeared at different points to the northwest, rising to immense heights. Tuesday morning the shocks ceased. Quiet was restored and people left town for their homes. At 9 o'clock that night, however, heavy rumbling noises were heard, shortly after followed by a reappearance of the flames in the mountains, which shot up several hundred feet. The people again flocked to the town. At midnight the church tower fell, killing nine. Rumbling, which sounded like the heaviest firing, commenced and lasted over an hour and a half, the people rushing madly through the streets, praying and crying. Just before daylight another prolonged shock which is variously calculated to have lasted from two and a quarter to three minutes rocked the whole town as if it were a cradle.

Many fleeing people were killed by rocks, which fell in a perfect shower like a hail storm. Smoke from the mountains to the northwest rose to an enormous height, followed shortly after by the bursting of flames from the mountain sides and the throwing out of rocks and lava.

Shortly after streams of molten lava set fire to a number of houses on the mountain side. Cattle grazing near by fled and were killed. They were engulfed in the lava, which continues flowing in immense streams.

It is reported at Yctapan that seventy-one houses were destroyed. One hundred and fifty-three dead bodies have been recovered and many more are missing. At Covaquanco thirty-seven houses were destroyed. Ninety-five bodies were discovered. It is impossible yet to give a full account of the disaster. Many small settlements are believed to have been destroyed.

Shocks extended over the whole Yctapan chain and flames are also seen in the Pacaya mountains. The shocks have now ceased, but the smoke is still discernible at different points in the mountains. It is feared that the end is not yet. A company of troops which left in pursuit of bandits from Yctapan have not been heard of and it is feared they were killed.

CUT WITH A BEER GLASS

JOHN WHALEN RECEIVED THIRTEEN WOUNDS ON HIS HEAD.

Result of a Barroom Fight Last Night—His Assault on Escaped—Whalen Taken to the Hospital—His Injuries Not Serious—Other Police Happenings.

About 5:30 o'clock last evening John Keenan's saloon, familiarly known as the "Moonlight," and located at Franklin and St. John streets, was the scene of a fierce encounter between James Whalen and Daniel Hanrahan, as a result of which the former is now in the general hospital nursing thirteen wounds in his head.

Whalen lives at 343 East street and Hanrahan at the corner of Wallace and St. John streets. Both are moulders and are employed at O. B. North's foundry. Yesterday afternoon neither of the men were working and spent nearly the entire day drinking in Keenan's saloon. Several days ago the two men had some difficulty in the foundry while at work, but the affair was patched up and it was generally supposed that the men were again on friendly terms.

Yesterday afternoon both became more or less under the influence of liquor and the old trouble was renewed. For some time the men, in the vernacular of the streets, "chewed the rag" and finally came to blows. The bystanders made an attempt to separate the belligerents, but their efforts proved ineffectual, and finally Whalen picked up a heavy beer glass from the bar and dealt Hanrahan a powerful blow over the right side of the head.

Whalen sank in a heap on the floor in front of the bar, and his assailant, in the confusion which followed, made his escape. Whalen was picked up and taken in the patrol wagon, which had been summoned in the meantime, to the hospital. Upon his arrival there it was found that he had received thirteen distinct cuts on the right side of the head. None of the cuts are serious, but the physicians working over the patient for nearly an hour sewing up his wounds.

At the hospital last night it was stated that Whalen was resting as comfortably as could be expected, and it was thought that he would soon be able to be discharged. The case was reported to the police at the Grand avenue precinct and several officers were sent out to search for Hanrahan, but up to a late hour last night they had not succeeded in apprehending him. It is not believed, however, that he has left the city and the police are confident of securing him within a short time.

Patrick Mulligan and John O. Reynolds, both of whom live at 10 White street, became involved in a fight last evening, during which Reynolds was stabbed behind the ear with some sharp instrument. The latter's injuries are not serious and both men were arrested and locked up, charged with breach of the peace. Mulligan claims that he did not stab Reynolds.

St. Paul Is Selected.
Louisville, Sept. 12.—St. Paul was selected as the place for holding the next encampment of the G. A. R.

ON THE BALL FIELD.
Results of the Games in the Big League Yesterday.

At Baltimore—The champions had a batting matinee to-day. Gumbert was sent to the bench after seven runs had been made off his delivery in three innings. Abbey fared little better. Twelve hits or sixteen bases, three bases on balls, two hit batsmen for a total of eleven runs was the record made against him during the five innings he officiated. The score: Baltimore . . . 1 5 1 4 0 3 3 *—18 Brooklyn . . . 1 0 0 2 0 0 0 2 0—5

Hits—Baltimore 21, Brooklyn 8. Errors—Baltimore 0, Brooklyn 3. Batteries—Hoffer and Robinson; Gumbert, Abbey and Grim.

At New York—The Bostonians were beaten again to-day through inability to bat Rusie's delivery. The score: New York . . . 2 0 0 1 1 0 1 2 *—7 Boston . . . 0 0 0 0 0 0 0 0 1—1

Hits—New York 11, Boston 5. Errors—New York 3, Boston 5. Batteries—Rusie, Wilson and Farrell; Stilets and Gangel.

At Washington—Philadelphia had a walkover to-day. The score: Washington . . . 0 0 0 0 0 1 0—5 Philadelphia . . . 0 0 2 5 4 0—17

Hits—Washington 13, Philadelphia 13. Errors—Boyd, Gilroy, Malarky and McGuire; Carsey and Buckley.

At Louisville—The Chicagoes did not arrive on the field to-day until 4:15 and darkness came with the score a tie. The score: Louisville . . . 0 0 0 0 0 2 0—2 Chicago . . . 0 0 0 0 0 2 0—2

Hits—Louisville 6, Chicago 5. Errors—Louisville 2, Chicago 1. Batteries—Cunningham and Warner; Friend and Donahue.

At Pittsburg—Pittsburg and Cincinnati played ten innings to a draw to-day, darkness preventing further play. The score: Pittsburg . . . 2 0 1 0 0 0 0 0 0—3 Cincinnati . . . 0 0 0 2 0 0 1 0 0—3

Hits—Pittsburg 1, Cincinnati 6. Errors—Pittsburg 2, Cincinnati 0. Batteries—Hawley and Merritt; Foreman and Vaughan.

At St. Louis—The St. Louis-Cleveland ball game scheduled for to-day has been postponed until to-morrow.

FOUR RECORDS WERE BROKEN

Fastest Men in the Country Rode at the Meet in Springfield.

Springfield, Sept. 12.—The closing day of the bicycle tournament was far more successful than the first and brought out some riding of the most brilliant quality. The weather was all that could be asked, a little muggy, and rather too hot for the comfort of the spectators, but conducive to fast riding, and the track was even better than on the preceding day. There were about 5,000 people present.

Nearly all of the fastest men in the country rode, the most conspicuous being John S. Johnson, who was out of condition and sat in the grand stand nursing himself. It was once more a Sanger, Bald and Newton day, these three holding the undisputed supremacy in the professional, class B and class A races, respectively. The time was even faster on the whole than yesterday and the races were far closer and more interesting.

At the close six efforts were made at record breaking, four of which were successful. J. H. Gardner broke the class A record for the paced standing five mile, lowering it from 11:56 to 11:03:25. Just as he had passed the finish he swerved onto the grass and was thrown with frightful force against the fence, cutting his head severely. F. J. Tittus, class B, broke the American record of twenty-six miles, 1:48 yards, for the hour ride, which he made here last year, increasing it to twenty-seven miles, 1:35 yards. He failed, however, on account of imperfect pacing in accomplishing his intention of breaking the world's record of twenty-eight miles, 640 yards, held by Michel in France. J. F. Starbuck lowered the professional record of 10:15 for the five mile paced, standing start, to 10:11:15. Fred Loughead of Sarnia, Ontario, lowered the class A unpaced two mile, standing start, from 4:55:25 to 4:50, breaking also incidentally the record for the flying start, 4:51:15. H. H. Maddox made an unsuccessful attempt at the unpaced mile, and Hoyt and Casey failed to break the tandem, class A, unpaced half mile.

There were several beautiful races, and the finish was nearly always close. In the class B half mile open Cabanne's wheel lapped that of Bald as the latter won. Cabanne also made a good second to Bald in the mile record race, which was a new competition mile record of 2:00:25 for the Hampden park track. Sanger had things easily his own way in the mile open professional race, and many thought that Tyler had a little the best of it for second place, although he and A. W. Porter were tied by the judges.

In the two mile handicap all the men were soon bunched except Sanger, who was the only scratch man who ran behind, paced by Starbuck until the race seemed imminent, but aided by good fortune he got through the rack on the home stretch and finished an easy winner. In the class B mile handicap the winner, Harvey Davidson of Toronto, was something of a surprise. He had seventy yards handicap, and got a lead early and held it strongly unopposed to the end. One of the prettiest races was class A, winners' race by those who had been successful early. It was easy to see that Newton was a strong favorite.

The crowd was not only larger than that of yesterday, but vastly more enthusiastic, and the popular favorites were made much of. During the afternoon the great advertising balloon of the Columbia company was let loose and a reward of \$50 was offered for its safe return to Hartford. Advertising was more prominent this year than ever before, and a number of handsome and useful souvenirs were given away. The summary:

Mile, 2:20 class, Class A—Won by W. E. Tenseley, F. I. Elmer second, J. E. Walsh third. Time, 2:06:25.

Half mile open, Class B—Won by E. C. Bald, L. D. Cabanne second, Earl Kiser third. Time, 1:01:45.

Mile open, professional—Won by W. C. Sanger, H. C. Tyler and A. W. Porter tied for second; Watson Coleman fourth. Time, 2:05.

Mile handicap, Class A—Won by H. P. Mosher, 25 yards; A. H. Davey, 60 yards, second; J. E. Walsh, 60 yards, third. Time, 2:16:35.

Mile record race, class B—Won by W. C. Bald, L. D. Cabanne second, Earl Kiser third. Time, 2:06:25.

Half mile open, Class A—Won by Fred Loughead, C. R. Newton second, Joe Harrison third. Time, 1:02:35.

Two mile handicap, professional—Won by W. C. Sanger, A. T. Crooks, 100 yards, second; Watson Coleman, 70 yards, third. Time, 4:24:35.

Mile, winners' race, Class A—Won by C. R. Newton, Fred Loughead second, H. P. Mosher third. Time, 2:08:35.

Mile handicap, Class B—Won by Harley Davidson, 70 yards; J. P. Bliss, 10 yards, second.

WAS VERY ENJOYABLE.

The Entertainment Last Night at Howard Avenue Congregational Church.

A. Lincoln Kirk gave an entertainment last night at the Howard avenue Congregational church. Mr. Kirk came very highly recommended and very justly so, as it proved. He gave a varied program, and showed his versatility by rapidly changing from the gay and humorous to the sad and pathetic. His facial expression was good and his impersonations were all well received. His selections were from Dickens, Riley and other popular writers. Mr. Kirk was assisted by Miss Florence May Loomis and little Rebecca Harris. Miss Loomis sang songs by DeKoven and Hervey and was enthusiastically received and applauded, and was obliged to sing an encore. Little Miss Harris gave her ever popular rendition of "I Don't Want to Play in Your Yard." Mr. Newton was the accompanist.

SALVATIONISTS MEET.

Officers of the Central Division Met at First M. E. Church, Yesterday—Work to be Extended—Officers Present.

A meeting of the officers of the central division of the Salvation army comprising Connecticut, southern New York and New Jersey, was held at the First Methodist church yesterday. The meeting was divided into two sessions, one in the forenoon and one in the afternoon, and the business transacted was of a private nature. It dealt however in a general way with the extension of the work of the army in the central division. The members expect to operate in a number of new cities this fall and winter, in which no work of any account has been done thus far. The forenoon session was given over to a business meeting, while in the afternoon it was more of a spiritual meeting. The local corps banqueted the visiting officers, both at lunch and dinner in the army room in Day's hall, corner of York and Elm streets. An elaborate spread was served. In the evening a religious meeting was held in the hall, at which Captain Evans, who commands the New Haven corps, presided. The various officers present spoke of the work in their own cities, and in speaking of New Haven, Captain Evans said the work here is prospering finely, and everything looks very bright. The corps has met with much encouragement from the people of New Haven and about one hundred converts have been made during the year the army has been in the city. Of these twenty are regular workers. Besides the work among the English speaking people there is a Swedish corps in Washington hall on Grand avenue, which is doing good work. The visiting officers present were: Brigadier Evans of New York, Adjutant Damon of New York, Captain Peake of New York who has charge of the junior work of the division, Captain Jenkins and Lieutenant Gray of Waterbury, Captain Snider of South Manchester, Conn., Captain McLean of Ansonia, Captain Barker and Captain Davis of Stamford, Captain Steward and Lieutenant Dionysius, Captain Strine of Meriden, Captain and Mrs. Hamill of New Britain, Captain Parsons of Middletown, Captain Brewer of New London, Captain and Mrs. White and Cadet Clarke of New Haven.

A GALA NIGHT.
Among the New Haven Caledonians.

The reception given last evening to the members of the New Haven Caledonian club and their families by Mr. and Mrs. Peter Stirling, was one of the greatest successes of the season among the Scottish community. The club rooms were well filled at 8:30 o'clock by Scottish lads and lasses, who greeted each other with smiling faces. Old friendships were revived, the scene reminding one of some great family reunion.

The entertainment was opened by Chief R. D. Pryde, who called on Miss Beatrice Spang, who gave a piano solo in excellent taste.

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Chief Pryde then introduced Clansman Stirling and named the chair to him. Clansman Stirling in taking the chair said that he was very much pleased to know that he had so many Scottish friends who were willing to come out on such an evening and fill the club rooms. It gave him very great pleasure to meet them all, and both Mrs. Stirling and himself trusted they would all spend an enjoyable evening. He vacated the chair, which was again occupied by the chief.

The most prominent feature of the evening's program was the public induction of Alderman James H. MacDonald, who was introduced by Clansman Samuel MacLauchlan, the chief making the charge in a very efficient and impressive manner. After the charge was given, Clansman MacDonald was escorted to the desk of the third chieftain, where he signed the constitution.

There was a song given by Clansman John Hume and one by Clansman John Campbell, both of which were loudly applauded.

The grand march was then commenced, which was led by Clansman Stirling and wife, who were followed by about thirty couples.

After a couple of dances were indulged in the musical part of the program was continued. Mrs. Melckie sang "Comin' Thro' the Rye" and "Jock o' Hazledean," ex-Chief MacArthur sang "Widow Malone," a duet was given by Miss MacLauchlan and Miss Moffat, and two songs were sung very sweetly by Miss Melckie, who was only six years old.

Later in the evening Clansman MacDonald was called on and he spoke in high praise of Caledonian club and was proud to be admitted to such an honorable organization as the New Haven Caledonian club. His remarks were loudly applauded.

Among those present were: Mr. and Mrs. Peter Stirling, Chief R. D. Pryde, Second Chieftain MacLauchlan and wife, Third Chieftain Menzies and wife, Fourth Chieftain Wood and wife, ex-Chief John Brown and Miss Brown, ex-Chief Robert MacArthur and Mrs. MacArthur, ex-Chief Currie and Mrs. Currie, ex-Chief John MacKay and Mrs. MacKay, ex-Chief MacDougal and Miss MacDougal, ex-Chief Moffat and Mrs. Moffat, Mr. and Mrs. John Hume, Mr. and Mrs. David Blackie, Mr. and Mrs. James Mustarde, Mr. and Mrs. Duncan MacDonald, Samuel MacLauchlan, John Stevenson, John Menzies, W. Paterson, Charles Munro, Miss MacLauchlan, Miss Melckie and Miss Spang.

HE ESTABLISHED A RECORD

ROBERT J. DRIVEN TO THE LIMIT ON THE LOUISVILLE TRACK.

In the Concluding Heat Joe Patchen Was a Nose in Front When the World Was Given, but Within Fifty Yards of the Wire He Went Off His Feet—Norvaine Died Shortly After the Race.

Louisville, Sept. 12.—Ten thousand people attended the Louisville Driving and Fair association races this afternoon. The event of the day was the pacing race between Robert J. Joe Patchen and John R. Gentry. Although Joe Patchen won a heat, Robert J. finished three times ahead of his rivals. In the fourth heat Gentry drove Robert J. to his limit and in doing so he established a world's record for a fourth heat for harness horses. In the concluding heat Joe Patchen was a nose in front when the world was given and he led to within fifty yards of the wire, when he went off his feet and Robert J., who was only a neck behind him, passed under the wire a winner of the heat and race by a length.

Norvaine, who trotted in yesterday's 2:17 class, died shortly after the race from overwork. He was owned by J. B. Waltham of Lebanon, Ky.

CRUSHED TO DEATH.

A Prominent Hartford Man, a Staff Officer at the Firemen's Parade Yesterday.

Hartford, Sept. 12.—The real estate dealer, John C. Wasserbach, one of the aids on the staff of Chief Marshal Harbison, was instantly killed at noon, to-day, during the manoeuvres of the Hartford fire department.

The fire steamer Jumbo No. 3 of Front street, the largest self-propelling engine in the world, was manoeuvring from Elm street to Pearl, and in the return, under full speed, ran into Staff Officer Wasserbach, killing horse and rider in the collision. It occurred just in front of D. W. Tracey's drug store, and the victim, breathing his last, was taken into the store by Charles Barney of Cambridgeport, Mass., John F. Murray, M. W. Caddigan, John Brennan and Dr. Kane.

As Staff Officer Wasserbach went down under the steamer, he made an effort to rally, but the struggle was only for an instant. He breathed his last in the arms of the men who caught him the instant after the steamer crushed over him. Dr. Weldon of William-street and Dr. A. J. Wolf of this city were also present, and assisted in making the examination of the injuries.

The wounds were of a frightful nature. The left leg was crushed at the ankle and upwards to the knee, actually crushing all the bones and flesh into an indistinguishable mass. The right pelvis was totally crushed and the opening in the body just above the right groin would easily admit the hand in full.

THISTLE FOOTBALL CLUB

Elected New Officers for the Next Six Months.

The Thistle Football club at its meeting last night elected the following new officers for the ensuing six months: President, Alexander Wilson; vice president, John Anderson; secretary, M. Donald; financial secretary, John McKay; treasurer, Thomas Wilson; captain, A. Gardner; vice captain, match committee, T. Wilson, John Anderson, W. Robertson and A. Gardner.

VOTED TO GO TO ATLANTA.

The Second company, Governor's Foot Guard, voted last evening to go to Atlanta on October 19. It is expected that they will go with full ranks.

Mr. Leigh, of the committee to raise funds for the completion of the amount required for the trip, was seen last evening and said that it could be stated that nearly \$1,000 has been subscribed since the committee was appointed, and that about \$1,000 more was needed. He said that it had been suggested to the committee that they be taken to select the chamber of commerce to take steps towards helping raise the required sum.

PAGTER BOUND OVER.

To the Next Term of the United States Court Under \$250 Bonds.

Samuel Pagter, the letter carrier who is accused of robbing the United States mail, was given a hearing before United States Commissioner Wright yesterday afternoon and bound over to the next term of the United States court under \$250 bonds. The bonds were furnished by the accused's father, Solomon Pagter, and he was released from custody.

Attorney Harry W. Asher was the counsel for the defendant. The witnesses for the government were Inspectors Boynton and O'Brien, who testified that two decoy letters had been found in Pagter's inside coat pocket, but admitted that Pagter had denied all knowledge of how the letters got there, and declared that he had his coat off and hanging up in the office while he was sorting letters.

MILFORD.

Sept. 12.—William A. Beard, who has been confined to his bed for more than a year with spinal troubles, is very much better and his friends hope for his speedy recovery.

The funeral of Dr. John Young, who died Tuesday afternoon with a complication of diseases, was attended this afternoon at 4 o'clock from the residence of his daughter, Mrs. Willis S. Putney, the Rev. Mr. Kidd of the M. E. church officiating. The remains were laid to rest in the Milford cemetery.